



# Hongkong Daily Press

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom.

**INSURE YOUR EYES**  
AGAINST  
**THE GLARE**  
BY WEARING  
**CROOKES' GLASSES.**  
N. LAZARUS.  
OPHTHALMIC OPTICIAN.  
25, QUEEN'S ROAD CEN., HONGKONG.  
Prescriptions carefully fitted.

No. 19,116. 號六十六百一千九萬一第. 日十初月七閏年未己. HONGKONG WEDNESDAY, SEPTEMBER 3RD, 1919. 三拜禮 號三月玖年捌國民華中. PRICE, \$8 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
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In Casks 77 1/2 lbs net.  
In Bags 55 1/2 lbs net.  
**SHEWAN, TOMES & Co.,**  
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12, 16 and 20 bore. Loaded  
with E. O. Powder, a powder  
which gives universal satisfaction.  
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Photographic Goods of Every Description  
in Stock.  
DEVELOPING, PRINTING AND ENLARGING  
UNDER TAKEN.  
TELEPHONE 1218. [78]

## PEAK TRAMWAY COMPANY, LIMITED.

### TIME-TABLE

#### WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.00	"
9.00	to 10.00	"
10.00	to 11.00	"
11.00	to 12.00 noon	"
12.00 noon	to 1.00 p.m.	"
1.00 p.m.	to 2.00	"
2.00	to 3.00	"
3.00	to 4.00	"
4.00	to 5.00	"
5.00	to 6.00	"

#### NIGHT CARS.

5.50 p.m. to 8.00 p.m.  
8.30 p.m. to 11.30 p.m. Every 30 minutes  
11.45 p.m.

#### SATURDAY.

Extra Cars—11.00 Midnight

#### SUNDAY.

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.00 a.m.	"
11.30	to 12.00 noon	"
12.00 noon	to 1.00 p.m.	"
1.00 p.m.	to 2.30	"
2.30	to 3.00	"
3.00	to 4.00	"
4.00	to 5.00	"
5.00	to 6.00	"

#### NIGHT CARS.

As on Week Days.

**SPECIAL CARS** by arrangement at  
the Company's Office, Alexandra Build-  
ings, Des Vaux Road Central.  
Season and punch tickets available for  
all cars not already full running at the  
time stated in the Company's time-tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season ticket will be issued until  
payment therefor has been made in Bank  
Notes or by Cheque or Compro Order  
representing Bank Notes.  
**JOHN D. HUMPHREYS & SON,**  
General Managers. [79]

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

#### DOWN TRAINS.

Stations	No. 1 Thru Exp.	No. 2 Thru Exp.	No. 3 Thru Exp.	No. 4 Thru Exp.	No. 5 Thru Exp.	No. 6 Thru Exp.	No. 7 Thru Exp.	No. 8 Thru Exp.	No. 9 Thru Exp.	No. 10 Thru Exp.	No. 11 Thru Exp.	No. 12 Thru Exp.	No. 13 Thru Exp.	No. 14 Thru Exp.	No. 15 Thru Exp.	No. 16 Thru Exp.	No. 17 Thru Exp.	No. 18 Thru Exp.	No. 19 Thru Exp.	No. 20 Thru Exp.
CANTON (at the Top)	dep.	7.30	8.45	9.30	10.15	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45	6.30	7.15	8.00	8.45	9.30
SEK KONG	arr.	8.45	9.30	10.15	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45	6.30	7.15	8.00	8.45	9.30	10.15
SEK KONG	dep.	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00
Shung Shui	arr.	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45
Shung Shui	dep.	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30
Tai Po	arr.	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15
Tai Po	dep.	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00
Tai Po	arr.	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45
Tai Po	dep.	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30
Tai Po	arr.	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15
Tai Po	dep.	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00
Tai Po	arr.	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45
Tai Po	dep.	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30
Tai Po	arr.	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15
Tai Po	dep.	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00
Tai Po	arr.	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45
Tai Po	dep.	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30
Tai Po	arr.	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15
Tai Po	dep.	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00
Tai Po	arr.	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45

#### UP TRAINS.

Stations	No. 1 Thru Exp.	No. 2 Thru Exp.	No. 3 Thru Exp.	No. 4 Thru Exp.	No. 5 Thru Exp.	No. 6 Thru Exp.	No. 7 Thru Exp.	No. 8 Thru Exp.	No. 9 Thru Exp.	No. 10 Thru Exp.	No. 11 Thru Exp.	No. 12 Thru Exp.	No. 13 Thru Exp.	No. 14 Thru Exp.	No. 15 Thru Exp.	No. 16 Thru Exp.	No. 17 Thru Exp.	No. 18 Thru Exp.	No. 19 Thru Exp.	No. 20 Thru Exp.
SEK KONG	dep.	7.30	8.45	9.30	10.15	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45	6.30	7.15	8.00	8.45	9.30
SEK KONG	arr.	8.45	9.30	10.15	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45	6.30	7.15	8.00	8.45	9.30	10.15
Shung Shui	dep.	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00
Shung Shui	arr.	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45
Tai Po	dep.	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30
Tai Po	arr.	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15
Tai Po	dep.	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00
Tai Po	arr.	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45
Tai Po	dep.	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30
Tai Po	arr.	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15
Tai Po	dep.	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00
Tai Po	arr.	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45
Tai Po	dep.	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30
Tai Po	arr.	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15
Tai Po	dep.	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00
Tai Po	arr.	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45
Tai Po	dep.	9.00	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30
Tai Po	arr.	9.45	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15
Tai Po	dep.	10.30	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00
Tai Po	arr.	11.15	12.00	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45

\* Will stop at Tai Po and Shung Shui for First-Class Passengers on Notice being given to the guard.

### NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

### SHE TAU KOK BRANCH.

		a.m.	p.m.	p.m.		a.m.	p.m.	p.m.	
Fanling	dep.	8.30	12.00	2.30	Shatauk	dep.	10.30	1.00	5.00
Shatauk	arr.	9.25	12.55	3.15	Fanling	arr.	11.15	2.00	5.55

H. P. WINSLOW, Manager.

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**RIGBY H. P. KEWLEY,**  
Acting Local Manager. [74]



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TUNING AND REGULAR ATTENTION  
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Odd & Soiled Shirts, perfectly good, only need washing.

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#### SPECIAL

A few Acetex Tennis Shirts cut with open collar & sleeves to elbow.  
WORTH \$3.75 REDUCED TO \$2.75 each.

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Men's Wear Specialists,

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## OUR DIPLOMATIC SERVICE PROPAGANDA ABROAD

Information on a wide range of subjects connected with British Embassies, missions and consular establishments, was sought for and obtained from Mr. Cecil Harmsworth (Parliamentary Under Secretary for Foreign Affairs), at a meeting of the Standing Committee on Estimates, on July 13th, Mr. Terton presided.

Mr. Harmsworth asked whether it was necessary to maintain representatives at various places which he named, whether the salary of our Ambassador at Washington was sufficient, seeing there was so much difficulty in filling the post, what was the nature of the expenses for propaganda abroad, and what was the cause of the enormous increase in the cost of foreign telegrams.

Mr. Harmsworth stated that during the war our diplomatic service had been very greatly increased, and its personnel was now much larger, the additional staff having been required specially in connection with the blockade. The staff of the Embassy at Washington, which then numbered not more than eight, was, at the present time, no less than eighty. In obedience to the recommendation of the Committee, and he was sure with the approval of the House and of "people outside," the salaries of our diplomatic agents had been increased quite recently. Previously no candidate for the diplomatic service was considered suitable unless he had a private income, and very nearly one-third of the increase in the estimate was due to the scheme by which the salaries of diplomatic agents had been raised to what might be called a living wage.

In regard to the United States, there was this difficulty, that it was the most expensive office of our diplomatic service for a man to fill. Mr. Bohar Law, in the House of Commons, said that the question of means had not stood in the way of the appointment of a right man. That was so, but it was quite possible that the Foreign Office might have to come to the House of Commons for some sort of extra allowance for the Ambassador in the United States.

An Hon. Member: What is the salary of the United States Ambassador in this country?

Mr. Harmsworth said it was \$10,000.

**NEW PROPAGANDA SCHEME.**  
Proceeding to deal with the propaganda question, Mr. Harmsworth said he might take the Committee into his confidence. What remained of the foreign activities of the Minister of Information had been thrust unexpectedly on his shoulders. The Foreign Office budgeted for a very modest estimate. Its propaganda was estimated to cost this year £250,000, which was a tremendous drop from the lavish expenditure which prevailed and was necessary during the war. Although it was really a matter rather for discussion in detail in the House, he might explain that the principal part of their propaganda scheme was the establishing of definite representatives in the most important countries, who should be in the position to advise the Minister of the trend of public opinion in the country, and to suggest to him, supposing the current opinion was going against the interests of Gt. Britain, the proper steps to be taken to meet these tendencies. Such representatives would have to be highly experienced. It was proposed to have in France, in Switzerland, Italy, Spain, Portugal, Belgium, and eventually in the Scandinavian countries, and in America, definite representatives, attached, but not too closely, to the Minister, and they would be in touch with the corresponding officers at the Foreign Office. This vote was only £41,450, the rest being the regular Foreign Office, but the total estimate of about £250,000 was less than a twentieth part of the amount spent on propaganda during the latter part of the war.

As to telegrams, there was an apparent increase of from £43,500 to £250,000, but the Committee knew that under the somewhat slipshod methods of accountancy that prevailed during the war very large sums were put down to votes of credit, and did not appear in the ordinary way, for the estimates, and this was the case with telegrams. Obviously, the increase during the war and up till now in the cabling and telegraphing was enormous, but they might hope now that peace with Germany had been achieved, to look for a return to something like the normal.

The vote was still under discussion when attention was drawn to the fact that a quorum was not present, and the Committee adjourned.

**JAPANESE AND STEEL TRADE.**

At Wolverhampton, recently, Mr. John Hodge, M.P., alluded to a discussion with a Japanese deputation relative to the suggested introduction of Japanese into the puddling trade of the Midlands. Mr. Hodge said that to one member of the deputation he remarked: "If you will get the Japanese Government to pass an Act of Parliament to the effect that wages paid in Japan shall be the same as paid in England, with the same conditions of employment, then we will teach your men, because we do not fear you. But first we must have that Act of Parliament."

## GERMAN TRADE O A STRAIGHT ANSWER FROM AUSTRALIA

The following correspondence between a German firm in New York and a firm in Australia, was printed in the Times of June 18th, and in view of certain tendencies which are beginning to be noticeable in Hongkong, we have been asked to reproduce it:

New York, December 24th, 1918.  
Gentlemen: We take the liberty of sending you herewith enclosed a copy of our wholesale price list, and call your attention to the fact that the products therein listed, and which were formerly manufactured by E. Schering, Berlin, Fabrik von Heyden, Radebul, and Goedecke & Co., Leipzig, are now manufactured in the U.S.A. either by ourselves or under our direct supervision.

Judging from inquiries received from time to time, these preparations have been difficult to obtain in your markets for a considerable period, and then only at a premium.

The purpose of this communication is, therefore, to acquaint you with the fact that we are in a position to take care of all requirements for these products, and, with a few exceptions, at the normal pre-war prices.

We solicit your inquiries, and will be pleased to quote special export prices for larger quantities than specified in our list. We can also supply clinical literature on any of these products.

Hoping to have the pleasure of hearing from you, we are, Very truly yours,  
SHERING AND GLAZ.

March 7th, 1919.  
Messrs. Schering and Glaz, 130-2 Maiden Lane, New York, N.Y., U.S.A.

Sirs, We have to acknowledge yours of December 24th, informing us that firms formerly manufacturing in Berlin, Radebul, and Leipzig are now manufacturing in U.S.A. under your supervision, "that their products with a few exceptions are at normal pre-war prices, that our inquiries are solicited, and you hope for the pleasure of hearing from us," etc.

Before your country decided to commit the greatest crime the world has known, and which they launched in August, 1914, our firm had dealt with yours, and similar in Germany for nearly 50 years. Your products we admired and largely used, your travellers we welcomed, your countrymen who settled here we made friends of and admitted to our clubs and homes.

In your wicked madness you opened this war hoping that by deceiving your friends, dishonouring your treaties, and raising any small neutral nation that stood in your way, and by committing every crime and bestiality you could think of, to win through by brute force. Your spies were in every land; there they were unmasked and put under control.

Your warfare upon the seas has been a policy of murder and barbarism which, had it not taken place, would never have been believed to have been possible. Women and children and neutral travellers have been murdered whenever the chance presented itself.

Your treatment of prisoners-of-war alone will damn your country for generations.

The writer of this is the senior of our firm. His eldest son was wounded prisoner in your hands, and we know at first hand to what depths of inhuman methods in that direction you can go. The writer's second son, a medical student doing humane work in Army Medical Corps at Gallipoli, was killed in the field by your associates, the Turks, who were until you showed yourselves the bloodiest murderers of Europe—your very fit associates.

If your country, wanting war—had waged it with some sort of civility, as has been usual in the case of civilised nations and savage races, whether the Allies had won or lost, at the conclusion a peace would have been made and a mutual respect or regard born in an honourable feud would probably have grown into a mutual friendship. You preferred the methods we have briefly alluded to, thereby making your name and reputation loathed and detested.

None of us here want your products, your countrymen, nor your communications.

## MEMORIAL TO WORKING MEN.

The project of establishing a memorial to the working men who lost their lives in the war has taken definite shape. The idea of the memorial is that Labour should have a great central building in London, containing offices for unions, a large conference hall, a reference library, a committee for the headquarters of the national committees, a hostel for delegates visiting London, a restaurant, and facilities of a social and educational character.

Captain Edward Gill, M.C., a miners' leader in South Wales, has been appointed secretary and organiser of the scheme. He has taken up his duties, and has issued a circular to the affiliated organisations, informing them that an appeal will shortly be made to the trade unions and local labour parties for a definite financial support, and that other projects for raising funds, on national times are under consideration.

## PEKING NOTES

[FROM OUR OWN CORRESPONDENT.]

PEKING, AUGUST 30th.

### CHINA WILL NOT SIGN.

"China has no intention whatever of signing the German Peace Treaty, will not accept mediation to this end on the part of Allied Powers, and will not enter into direct negotiations with Japan on the subject of Kiaochow. That is the text of the categorical statement which the Government has telegraphed to the provinces and to the Chinese delegates and ministers abroad. It is emphatic, to say the least, and ought to allay the uneasiness which existed in many minds lest the Government should wobble. The position is a sound one, and it is becoming solidified by the increasing measure of support indicated by the telegrams from America. The Government is prepared, of course, to sign the treaty with Austria, and intelligence from Paris regarding its final shaping and date of signature is being followed with the closest interest.

### JAPAN'S SPECIAL RIGHTS IN CHINA.

By far the most interesting news of the week is that which came from Tokyo to the effect that the Japanese Cabinet had decided that Japan would not enter the Consortium except under the condition that Manchuria and Mongolia should be excluded from its scope. Japanese militarists claim for their country special rights in return for the sacrifices which Japan had to make in order to combat the menace from Russia and, later, from Germany, that China could not resist.

Not only does Japan wish to establish the hegemony of the Far East, but hopes to control the vast territories of Manchuria and Mongolia as a Japanese preserve or as Japanese provinces. Chinese appreciate this friendly desire on the part of their ambitious neighbour, but are not so apprehensive as they might have been a year ago, their comment being that Japan is attempting "to eat more than she can digest." They realise that the other Powers are not going to stand for the recognition of special privileges for Japan when the object of the Consortium is to pool their interests for the good of China. Japan will undoubtedly be excluded from the Consortium if she persists in this attitude, and her insistence upon special rights will not redound to her benefit in the long run.

In either case Japan exposes herself to criticism. If the present decision be revoked, there is involved loss of face, while, by an application to join the Consortium after the dire effects of exclusion have become felt, Japan will suffer a depreciation of prestige which all her military successes of the past two decades will not stay. As a matter of fact, intelligent Chinese regard the Tokyo decision as presaging a downfall of the Imperialism and militarism which has made Japan feared for the past five years.

"Those whom the gods wish to destroy they first make mad." Such is the Chinese view to-day.

### THE MILITARY INCLUS.

Inability to obtain money from outside sources is driving the Government to expedients which it never imagined it could have faced. Previously, the Tsuchunas had only to ask for funds, and they were forthcoming, because these commanders could always point to the danger of their soldiers mutinying and becoming bandits. Now, however, the public treasury, never very full, is empty, and the Government has had to inform the various commanders "at the front" that their expenses are to be reduced thirty per cent. Parliament, albeit a militarist organisation, has not been without influence in this matter. Another interesting aspect of the situation is that the Government has decided upon a partial scheme of disbandment, to commence next month, in five northern provinces. While, however, this reform is in progress, there is retrogression elsewhere, for the North-West Frontiers Defence Army enjoys "preferential treatment" in respect of funds. Whence these are derived is not very clear. Little Hsu, has brought forward a scheme for floating a domestic loan in order to provide capital for a bank which is to finance his enterprise on the North-western frontiers. The real object of this scheme is not evident. Whatever it be, it bodes no good for China. Some suggest that it betokens a military combination with Chang Tso-lin which contemplates the restoration of the little ex-Emperor. An independent Mongolia and Manchuria under the Manchu dynasty has been talked about for some time, but whether it is within the pale of practicability may be doubted.

## THE PARLIAMENTARY DEADLOCK.

There is no change in the position in which President and Parliament have found themselves for the past two months. The deadlock continues. Anfu will not have a Premier who does not secure for them a share of the fruits of office, and the President is disinclined to continue the sordid policy which has made the effects of Republicanism in China more harmful to the State than even the corrupt Manchu imperialism was. In the good old days "squeeze" had its limitations; to-day it has none except those imposed by the difficulties of obtaining loans from outside. Intriguing for position continues. Little Hsu is directing operations in Mongolia from the safety of Peking, where he can also advance his own claims for the portfolio of the War Ministry. He wants this very much, and the friction between the present holder of the portfolio and the Acting Premier, who is also Minister of Finance, offers prospects of an early vacancy, which Hsu feels called upon to watch.

### CHOLERA.

While the authorities are anxious to avert a scare, there can be little doubt that cholera has spread further than it need have done had proper precautions been taken. It is true that most of the Government railways have taken measures which are fairly satisfactory, with the exception of the Peking-Mukden railway, whose director got a "wiggling" the other day from his colleagues in session in Peking and an order to carry out the instructions originally given him. A few cases of the disease have appeared in Peking, where the authorities are taking precautions which ought to have been initiated earlier. Street-vendors of fruit and mineral waters have been commanded to discontinue their calling, and red cross badged police are stationed at the city gates to watch for people showing symptoms of the disease.

### THE PEACE CONFERENCE AT SHANGHAI.

It is thought that the appointment of Wang Yi-tang as chief Northern delegate will hasten the resumption of the Shanghai Peace Conference and lead to the conclusion of a settlement satisfactory to both sides, or rather to the majority on each side. Indications point to the militarists of North and South reaching a rapprochement, but it is doubtful if a solution brought about by military influence will prove a lasting one, unless the Tsuchunas consent to the real power being vested in the new Parliament.

The "independence" of disgruntled Tsuchunas ought to be rendered impossible in the future, and that can be accomplished only by depriving them of their armies.

### AMERICAN MINISTER RESIGNS.

Chinese express deep regret over the resignation of Dr. Paul Reinsch, the American Minister, who has been a good friend to China during the six years that he has been here.

### HYPNOTIC GREY EYES.

BLUEBEARD'S RESEMBLANCE TO RASPUTIN.

The Paris physiognomist, Professor Pagan, has discovered that Landru, the French Bluebeard, and Rasputin, the mysterious Russian monk, who awayed the fortunes of the Tsar's Empire, were twin souls. Studying photographs of the two men, the Professor said: "Both Landru and Rasputin have almost conical skulls, both heads show great cruelty, egotism, ambition, and love of authority, which both men tried to impose by phisic force. Bluebeard's head, however, is less powerful than the Russian monk's. The grey eyes of both men have a fixity which reveals a formidable magnetic force. Landru and Rasputin were capable of exercising a kind of spiritual attraction by their eyes, which could break down the strongest opposition in a weaker person."

Of the two men Rasputin was the more powerful, and was capable of holding a large number of victims under his influence at the same time. Bluebeard cannot exercise his domination for long, which explains why he constantly sought fresh prey.

The Professor, replying to a question, said the existence of a "female Landru" was not impossible. "Woman," he said, "is a greater artist than man in amorous dissimulation, and, therefore, stronger. Beware of grey eyes. It is they which have the greatest fluid force."

### PREVENTION AND CURE.

"If members who expressed sympathy for aliens had only been behind the scenes they would have known that aliens in this country were doing their utmost during the war to bring destruction upon it. Such was Sir John Buxton's protest in the House of Commons recently."



## HAPPY HIT CIGARETTES

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## A THEATRICAL DISPUTE.

## CLAIM FOR ALLEGED BREACH OF CONTRACT.

Mr. Justice Melbourne heard, yesterday afternoon, in Chambers (at Mr. R. F. Mattingley's request) an action by Mr. W. R. Horley, proprietor of the Bahvard Musical Comedy Company, to recover \$1,000 from Mr. Robert Ryles, till recently the Company's "leading man," as damages for breach of a contract entered into between the parties on December 15th, 1918.

Mr. R. F. Mattingley appeared for the plaintiff, and Mrs. C. E. H. Beavis for the defendant.

Mr. Mattingley put in the plaintiff's evidence *de bene esse*.

Mr. Beavis objected to that procedure.

Mr. Mattingley replied that the evidence was taken under Section 399 of the Hongkong Code.

Mr. Beavis, continuing to object, referred to White Book, Order 37, Rule 1, page 667 of 1919, and the succeeding pages under the heads "Evidence *de bene esse*," and "Evidence by affidavit." Mr. Beavis also quoted the following cases, as supporting his contention: Warner v. Moses, 16 Chancery Division, pages 100 and 102; Blackburn Union v. Brooks, 7 Chancery Division, page 68; Elias v. Griffiths, 46 Law Journal, Chancery, page 500; and Taylor on Evidence, 10th edition, page 354 (Section 464).

Mr. Mattingley contended that Order 37, Rule 1 had nothing to do with the present case. He showed the difference between affidavit evidence and *de bene esse* evidence, quoting from Order 37, Rule 1 and the footnote relating to *de bene esse* evidence. He read from Warner v. Moses, 16 Chancery Division, pages 100 and 102. Mr. Mattingley further said that Blackburn Union v. Brooks, Elias v. Griffiths, and Mr. Beavis's quotation from "Taylor on Evidence" were quite beside the point. He submitted that Section 399 of the Hongkong Code was entirely to the point and he relied on it.

Mr. Justice Melbourne said he would look into the different cases quoted, and the hearing was adjourned *sine die*.

## ILL-TREATING A SERVANT GIRL.

## BODY COVERED WITH BRUISES.

At the Magistracy, yesterday, a Chinese woman was charged with ill-treating her servant girl, who is about ten years of age.

Mr. Lindsell asked whether the case had been taken to the Secretary for Chinese Affairs.

Inspector Macdonald replied in the negative, adding that the incident occurred the previous morning and the girl was sent to the hospital. The girl was beaten at about 8 a.m., and she ran away from the house and wandered about West Point crying. A Police constable met her and enquired what was the matter. The girl replied that she had been beaten by her mistress with a piece of fire-wood because she was unable to cook a pot of rice. She had been badly beaten on several previous occasions.

The girl, who was shown to the Magistrate, was about four feet high and was dressed in tattered and dirty clothing. Her face was swollen, and blotches of red and blue were visible. The medical report was to the effect that she had black and blue bruises all over her body and that these were swollen.

Mr. Lindsell wished the girl to be taken before the Secretary for Chinese Affairs in order that he might learn the Secretary's view before proceeding with the case.

Messrs. Thomas Cook & Sons have been commissioned to make the necessary arrangements for the transportation of the delegates to the World's Sunday School convention to be held in Tokyo, in October, 1920. This is the eighth of a series of world conventions usually held once in three years. The last two meetings took place at Jerusalem and Zurich. Altogether ten tours have been arranged, preference being given in the preparation of these itineraries, to those ports where mission stations are situated. Hongkong is included in the list, so that any delegates desiring to leave for Japan for the Convention would be well advised to make the necessary arrangements through Cook's Agency. It is expected that about 1,500 delegates will attend from the United States and Canada.

## FORGOT HIS NAME.

## A CONSTABLE'S DILEMMA.

A constable who summoned two hawkers one for assaulting him, and the other for disorderly behaviour in Wanchai—had great difficulty in establishing his identity at the Magistracy, yesterday.

"Asked his name," he replied: "Shim Lee."

"But there is no such name," said the interpreter.

Mr. Lindsell: Ask him his surname.

Witness: "Shim Wee."

Mr. Lindsell: What is his name, Inspector Kent?

Inspector Kent: He is known as Sham Hee.

Mr. Lindsell (to witness): Write your name on a piece of paper.

The witness complied. The Magistrate, interpreter, usher and another interpreter scrutinized the writing but could not decipher the Chinese characters. Mr. Lindsell remarked: "That is not a Chinese character."

Witness: That is what I was taught at school.

Mr. Lindsell: The best thing for you is to get out of the witness-box for a few minutes and think over your name. Find out your correct name.

Inspector Kent remarked that the constable was a comparatively new man in the Force.

After a few minutes' meditation the constable again entered the witness-box.

Mr. Lindsell: Is the constable able to give a connected idea of his surname now?

Witness: My name is Sing Lee.

Continuing, witness stated that at 8.30 o'clock on the previous night he was patrolling the Sukumpoo market and noticed a crowd of hawkers placing their wares across the street. He went up to them and told them to clear out, whereupon one man assaulted him and pulled two buttons off his jacket. His whistle was also taken away from him. He clung on to his man, however, and took him to the Police-station. He was followed all the way by a crowd, who threatened to strike him, while the man charged with misbehaviour attempted to release the prisoner. Witness therefore arrested this man also.

Cross-examined by the first defendant, witness admitted that when the man tore off his buttons he struck him on the wrist. He did not commence the assault.

Inspector Kent said the Police had always experienced a considerable amount of trouble at the market. The plain-clothes man whom he had put on duty at the place was afraid to go there. The second defendant said he went to the station to see his chairman and was put under arrest.

Mr. Lindsell bound the two men over in bonds of \$100 each to be of good behaviour for twelve months.

## "IN THE HANDS OF UNSCRUPULOUS MEN."

## A PLEA FOR LENIENCY.

At the Magistracy, yesterday, Mr. D. A. Stevenson, appearing for a woman, charged with being in unlawful possession of 102 taels of opium dross, pleaded guilty on behalf of his client.

Mr. Stevenson asked the Magistrate to take a lenient view of the case. His client had "evidently been a tool in the hands of unscrupulous men, not in Court." She was on her way to Sing Hing to see her people when a man gave her the trunk containing the drug.

The Police stated that the trunk contained a false-bottom in which the opium was concealed. The woman attempted to leave the Colony on the *Sai Kong*.

Mr. Lindsell fined the woman \$3,000, with the alternative of three months' hard labour.

A Chinese was charged with the unlawful possession of two taels of opium dross.

Defendant: It is Government opium dross.

Mr. Lindsell: Unfortunately for you the Government analyst states that it is not Government opium dross.

Defendant: But it is.

Mr. Lindsell: \$30 or three weeks.

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending August 30th is as follows:

	Receipts for week.	Aggregate receipts for 23 weeks.
This Year	\$14,634	512,290
Last Year	13,830	477,771
Increase	804	34,519

## A PIRACY THAT DID NOT TAKE PLACE.

## ALLEGED THIEF SPREADS A CANARD.

An incident which has caused some excitement to the residents of Shamshui occurred on Sunday evening. The caretaker of the Asiatic Petroleum Company's launch telephoned to the overseer that ten pirates, armed with daggers and revolvers, had attacked the launch and stolen some property. The overseer immediately communicated with the Police and a *patrol* was ordered out to surround the launch.

When the constables arrived on the scene they were unable to discover any sign of the pirates. As a result of enquiries it was ascertained that the caretaker himself had stolen three electric fans and pawned them. Fearing the consequences, he had spread the canard about pirates in order to remove suspicion from himself. The Police took him into custody and he confessed his guilt. He was later handed over to the Water Police, as the case came within their jurisdiction.

## ARMED ROBBERY AT WANCHAI.

## TELEPHONE WIRES CUT.

An armed robbery is reported to have been committed at the Tai Hing Cheung Timber yard, Wanchai, on Monday night.

The story of the robbery, as reported by a *look* to the Police, is a curiously constructed tale. It appears that at 8 p.m., while he and five other *look*s were sitting in the office of the timber yard, six men—five of whom were armed with revolvers and the other with two daggers—entered the office, pointed revolvers at them, and threatened to kill them if they raised an alarm. The man with the knives then went to the telephone and cut the wires, after which the visitors removed a key from inside the desk and opened a safe, taking from it \$35 in bank-notes and four pieces of clothing. Before leaving, the robbers trussed up the *look*s, who, however, are unable to describe them.

## AN INTERESTING CASE.

## ALLEGED INFRINGEMENT OF TRADE MARK.

The hearing of an interesting case, in which two well-known local firms are concerned, has been fixed for Tuesday next at the Magistracy.

Messrs. H. Skott & Co. are summoning the Mitsui Bussan Kaisha for that the latter, on August 25th, at Kowloon did put in their vessel for sale or the purpose of trade 2,641 sacks of flour to which a false imitation of Messrs. H. Skott & Co.'s registered "Steamer" trade-mark had been unlawfully applied.

Mr. C. Bulmer Johnson appeared for the prosecution yesterday, and Mr. E. Davidson for the defence. Mr. Davidson applied for an early hearing on the ground that the flour was ready to be exported and might not be accepted by the purchaser if held up too long. The flour cost about \$7,000.

Mr. Johnson remarked that he and Mr. Davidson were agreed on the facts, and the whole case now turned on a point of law.

## "I LOVE YOUR WIFE."

A Chinese, who was in a state of drunkenness, went up to a Chinese constable, sitting on a seat in the Public Gardens, and made the following strange, but amusing, confession:—"I love your wife. Will you transfer her to me? I will make her happy. I am a rich man, and have plenty of money to spare."

The constable did not relish these remarks and took the man to the Police station on a charge on being drunk and disorderly. At the Magistracy, yesterday, the defendant, pleaded that he did not know what he was doing. Mr. Smith replied that that was no excuse, and fined him \$5.

## A CRICKET INCIDENT.

There was a remarkable incident at Southampton, recently, in the cricket match between Hampshire and Gloucestershire. Pottery, the last Hampshire batsman, played a ball from Parker, and the ball lodged between his legs and the top of the pad. Smith, the wicket-keeper, caught the ball as it was shaken out by the batsman, who was given out by Blake, the umpire, in distinct variance with Law 33b, which states:—"If the ball, whether struck with the bat or not, lodges in a batsman's clothing, the ball shall become 'dead.'"

## DRAW FOR JOCKEY CLUB GRIFFINS.

## DIRECT IMPORTATION FROM MONGOLIA.

The ss. *Chip Sling* brought into the Colony, on Monday evening, thirty "Larsen" griffins imported by the Hongkong Jockey Club. Few of the ponies were any the worse for the journey, and at the parade, yesterday evening, they looked in good form. Included in the batch are one or two probable Derby winners, and a few others which, if well cared for and trained, will be worth backing at the February Race meeting.

Subscription griffins had been imported, hitherto, by the Hongkong Jockey Club in conjunction with the Shanghai Racing Club, and although there have been some splendid performers among the number there was a feeling that this method was unsatisfactory, and that Shanghai, after picking the best of the bunch, sent the remainder to Hongkong. It was due to the keen interest taken in local racing by Messrs. Johnstone and Burkill that the Hongkong Jockey Club decided to import its griffins direct from Mongolia, and Monday's arrivals are the first under the new scheme. It is hoped and expected that the scheme will ensure the importation of some really good animals, and, as a consequence, there should be an improvement in racing next season.

Some of the old class griffins are also to be imported, but whether or no they will be allowed to compete with the new lot is undecided.

A large gathering of racing men was present at the Jockey Club stables when the ponies were drawn under the supervision of Mr. G. W. Gegg, Acting Clerk of the Course. The result was as follows:

No.	Colour.	Drawn by.
1.	Brown	Mr. Dash.
2.	Black	Mr. T. E. Pearce.
3.	Black	Mr. G. C. Moxon.
4.	Gray	Mr. Adams.
5.	Dun	Major Cassel.
6.	White	Sir Paul Chater.
7.	Dun	Messrs. Thomson & Ros.
8.	Chestnut	Mr. P. C. Pott.
9.	Dun	Mr. A. M. L. Soares.
10.	Gray	Messrs. Hall & Shaw.
11.	Bay	Mr. G. C. Moxon.
12.	White	Mr. J. Johnstone.
13.	Gray	Messrs. Grimble & Galluzzi.
14.	Dun	Messrs. Dowbiggin & Sandes.
15.	Chestnut	Mr. A. H. Lowe.
16.	Gray	Mr. E. P. White.
17.	Chestnut	Mr. A. Basso.
18.	Chestnut	Mr. R. M. Dyer.
19.	Chestnut	Mr. F. Maitland.
20.	Gray	Mr. T. E. Pearce.
21.	Bay	Mr. J. Johnstone.
22.	Ross	Mr. H. M. H. Nemaze.
23.	Gray	Sir Paul Chater.
24.	Gray	Mr. Leo d'Almeida.
25.	Chestnut	Mr. Jordan.
26.	Brown	Sir Paul Chater.
27.	Gray	Mr. J. Macdonald.
28.	Chestnut	Mr. L. E. S. Hodge.
29.	Chestnut	Major Cassel.
30.	Chestnut	Mr. H. M. H. Nemaze.

## DRAW FOR THE MASONIC GIRLS' SCHOOL.

One of the great charity festivals of the Masonic Craft was held on July 16th, in London, the effort on its behalf being widely spread throughout the country, and in many divisions overseas. Sir Horace Marshall (Lord Mayor of London), was the chairman of the year, and he had the support of the record number of 8,835 stewards, among whom were 855 ladies, thirty-eight lewises, and 5,941 brethren, whose efforts resulted in the collection of £101,884. As a compliment to the Lord Mayor, who is the treasurer of the institution, the City Corporation permitted the festival to be held in the Guildhall; but so large was the attendance that the accommodation at the headquarters of the craft and the Holborn Restaurant had also to be requisitioned, and the resources of the three establishments were taxed to the utmost. The Lord Mayor presided at the Guildhall, supported by the Provincial Grand Master of West Yorkshire, Sir W. Dick Raper. The Provincial Grand Master, Lord Amphil, occupied the chair of Lord Lambourne, Provincial Grand Master of Essex. This was the biggest festival ever known as regards number of stewards, and only exceeded once in amount—the centenary of the boys' institution.

## RICH HULL TRAWLER FIRM GOES OUT OF BUSINESS.

The Great Northern Steam Fishing Company, of Hull, has made so much money during the war that it has decided to go out of business.

The shareholders will receive from £38 to £238 for each £10 share, on which they have paid up only £3. Before the war the company had a fleet of sixty vessels, and invariably paid 10 per cent. Its ordinary capital is divided into £10 shares, on which £3 has been paid up.

Previous to the meeting, last month, £6, which voluntary liquidation was decided on, these shares were quoted at from £15 to £17. A profit of between £23,000 and £20,000, not liable to excess profits tax, was made by the sale of each of the company's trawlers. It has nearly £750,000 in War Loans.

## LANE, CRAWFORD &amp; CO.

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Manufacturers, Gellé Frères of Paris—established 1826—has just arrived. Samples now exhibited at "Universal Import & Export Co., Hotel Mansions, top floor."

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All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

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Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.  
Cable Address: "Hingwah."

## Wm Powell Ltd

TELEPHONE 346

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## NOW ON IN OUR GENTLEMEN'S DEPARTMENT ONLY.

We are offering all slightly soiled and surplus goods at

## BARGAIN PRICES:

Boots & Shoes	5/7 1/2	Ties	50 cts. \$1.00
Socks (Wool)	1/6	Quarters	25 cts.
Raincoat	17/6	Hand Bags	9/7 1/2
Overcoats	9/7 1/2	etc.	etc.

SEE WINDOWS.







## CABLES.

## LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## DEVASTATED FRANCE.

## ESTIMATE OF THE DAMAGE BEING MADE.

PARIS, September 1st.

## A Havas message says:

The *Conseils Generaux* of the liberated regions of France met at the Sorbonne, the object of the meeting being the grouping of the demands of those who suffered material loss during the war and the submitting of such demands to the Government.

The Committee comprises a large number of parliamentary representatives and big manufacturers of the devastated regions. M. Ribot, a former Premier, has accepted the Presidency of the organization.

## THE NEAR EAST.

## FRANCE ANXIOUS OVER FATE OF SYRIA.

PARIS, September 1st.

## A Havas message says:

The Syrian question has again assumed prominence in French diplomatic circles, on the report that the American Syrian Commission has recommended that the United States should accept three mandates, for Turkey, Mesopotamia and Syria.

The French papers complain that the American Commission passed rapidly over the districts where French sentiment is strong.

The cabinets in London and Paris should discuss the whole affair, settling it to the best of their respective interests.

## AVIATION.

## PASSENGER SERVICE BETWEEN LONDON AND PARIS.

PARIS, September 1st.

## A Havas message says:

A regular commercial aeroplane service from Paris to London, conducted by the Compagnie Messageries Aeriennes and the Handley Page Co., was opened on August 31st. The passenger rate is 500 francs per person.

## GENERAL PERSHING.

## AN EXCHANGE OF COMPLIMENTS.

PARIS, September 1st.

## A Havas message says:

On the occasion of General Pershing's departure from Paris, a number of notable Americans and Frenchmen were present.

M. Clemenceau said: "France will never thank you enough."

General Pershing replied: "We can never thank France enough."

## EARLIER CABLES.

## LEAVES FRANCE FOR AMERICA.

PARIS, August 31st.

General Pershing left for America today. M. Clemenceau and numerous prominent personages bade farewell to him.

## IRELAND.

## ATTEMPTED SMUGGLING OF ARMS.

LONDON, September 1st.

The steamer *Hampshire Coast*, which left London on Wednesday, arrived at Cork to-day, escorted by a destroyer. It is rumoured she was carrying a cargo of arms. The destination has not been divulged.

## BAVARIA.

## AN INDEPENDENT SOCIALIST COUP.

PARIS, August 31st.

A telegram from Berlin states that it appears the Independent Socialists effected a coup at Ludwigshafen. They captured the Post Office with grenades, after a number of attacks, and proclaimed a provisional Palatinate Republic.

A German agency insinuates that French soldiers participated in the rising. The mails are not coming through.

Le Temps states it was known that the majority of the population of the Palatinate were unfriendly towards the Bavarian Government, which, latterly, they regarded as a mere dependency of Berlin.

## FIGHTING BOLSHEVISM.

## ON THE ARCHANGEL-VOLOGDA RAILWAY.

LONDON, August 31st.

In a *communiqué*, General Ironside reports that Russian troops, supported by two companies of Royal Fusiliers and many Australians, attacked the Bolsheviks on the Archangel-Vologda railway, south of Obozerskaya, on August 29th.

The attack was completely successful. All the objectives were gained, and all the enemy's gun positions and also Empia village and station fell into our hands.

After the capture of Empia, the Bolsheviks counter-attacked with several armoured trains, regaining the village.

A further attack by the Royal Fusiliers recaptured the village, which is now in our hands. Aircraft co-operated in the attack, bombing the barracks and armour-trains.

So far ten guns, including a 6-inch howitzer, many machine guns, and 300 prisoners have been captured. Our casualties are light.

## FIGHTING ON THE LUGA RIVER.

LONDON, September 1st.

An Estonian *communiqué* reports furious Bolshevik attacks on the Luga River. The Bolsheviks penetrated the village of Padoga, but were soon ejected.

## LAWN TENNIS IN AMERICA.

## MR. NORMAN BROOKES DEFEATED.

NEW YORK, August 31st.

In the fifth round of the U.S. tennis championship, Mr. Tilden defeated Mr. Norman Brookes, 3-6, 6-4, 7-5, 6-3.

## THE LATE GENERAL BOTHA.

## MEMORABLE FUNERAL.

## OBSEQUIES AT PRETORIA.

PRETORIA, August 31st.

The funeral of South Africa's great soldier-statesman, General Botha, was the occasion of the most momentous demonstrations, from all classes and races, in the history of Africa, and included tributes of affection and admiration from all parts of the subcontinent.

Special trains conveyed, to Pretoria, representative public men, including administrators from all Provinces.

The capital was draped in black and purple, and all day long the city was in mourning.

The church was crowded to the doors with a large congregation representing every class of the population.

The King was represented by Mr. H. J. Stanley, the Imperial Secretary.

General Smuts headed the Ministers. A number of General Botha's political opponents were also among the congregation.

E.F. the Rt. Hon. Viscount Buxton, the Governor-General, was unable to reach Pretoria in time, but two of his daughters were present.

## FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

## AN INCIDENT OF 1915.

SINGAPORE, September 2nd.

General Ridout announced in Council that, during 1915, the leaders of a big seditious movement in India were arrested in Singapore. The Military authorities had discovered a plan for an outbreak in India meant to occur on December 25th, 1915.

## TRAINING OF DOMESTICS.

It is officially announced that the Ministry of Labour, aware of the present difficulties of woman war workers in search of fresh employment, has arranged for free training for approved candidates amongst registered unemployed women for work for which there is a demand. This includes domestic work and work in typical women's industries.

A training centre for domestic work is now in operation at Highgate, where students are being instructed in house work, cookery, laundry work, parlourmaid work, etc. The instruction is being given by expert instructresses, who have had a wide experience. A uniform consisting of a bright blue overall, with a chic cap to match, is substituted for the old-time cap and apron of domestic service. Leisure hours are arranged during the course of each day, which may be spent in the garden or in the recreation room of the hostel.

## EMPLOYMENT OF CHILDREN IN FACTORIES.

## GOVERNMENT'S REPLY TO THE SANITARY BOARD.

## THE GASTRO-ENTERITIS EPIDEMIC.

The fortnightly meeting of the Hongkong Sanitary Board was held, yesterday, at the offices. Mr. A. Gibson (Chairman) presided and there were also present the Hon. Mr. W. Chatham, C.M.G., the Hon. Mr. C. R. Alabaster, O.B.E., the Hon. Mr. E. R. Hallifax, O.B.E., Lieut.-Col. Crisp, Dr. Koch, Mr. S. W. Tao, Capt. Monteith (Acting Medical Officer of Health) and Mr. C. M. W. Reynolds (Secretary).

The first business was the consideration of a letter from the Government relative to the employment of children in factories and workshops.

Mr. ALABASTER moved that the letter be read.

The CHAIRMAN: It has been circulated.

Mr. ALABASTER: It has been circulated privately, but this is a public meeting.

The SANITARY BOARD then read a letter from the Colonial Secretary, which was as follows:

"I am directed to state that the Government has made careful enquiries in connection with the resolution of the Sanitary Board regarding the employment of small children in workshops and factories. The Government is fully in sympathy with the suggestion that the employment of children for long hours daily, or their employment in any dangerous or unhealthy occupation, should be prohibited; but it appears that the presence of children in factories and workshops is largely due to the fact that parents, having no place for their safe custody, are obliged to take their children with them when they go to work. It is stated that although the children, in some cases, spend long hours in or about factory or workshop premises, the time of actual work is generally speaking, short, and the work is light. It seems expedient, before having any legislation of the nature suggested, by the Sanitary Board, to make a commencement by providing such wider facilities for vernacular education, one of the results of which would be that the children would be kept in school while their parents were at work. It is hoped, to deal with this matter shortly, and, in the meantime, it is considered inexpedient to legislate regarding the employment of children."

FRUIT HAWKERS AND THE EPIDEMIC.

The CHAIRMAN stated that perhaps the members had read in the newspapers about the gastro-enteritis epidemic and would like to know all about it. Captain Monteith, M.O.H., would therefore make a statement on the situation.

Captain MONTEITH produced a plan and a chart showing the incidence of the disease since August 1st. It would be seen from the chart, he said, that up to August 24th there were practically no cases. On August 25th there were nine cases; on August 26th one; on August 27th the number rose to nine again; on August 28th it fell to three; on August 29th it went up to 12; on the 30th there was a big jump to 32; and the 31st there was a decline to 20. On September 1st there were 28 cases, but on September 2nd only eight cases had been reported. It looked, therefore, as if the epidemic were subsiding and going back to normal again. The actual number of cases since August 1st was 193, out of which there were 93 deaths. There had been seven cases of cholera since the last report of the M.O.H., one case of plague, and one case of cerebro-spinal meningitis.

Dr. KOCH asked who were the sufferers. Captain MONTEITH replied that they were all Chinese.

The CHAIRMAN stated that a policeman, not a Chinese, had died early in the month from gastro-enteritis.

Captain MONTEITH stated that, in his opinion, the epidemic was due to the congee. The Chinese had taken too much of the congee, and it was a good thing the stations were to be abolished by the Chinese authorities. That would stop the disease, the sufferers in most cases being from the districts in which the stations were situated.

The CHAIRMAN considered that it was rather a sweeping statement to say that the congee stations spread the disease. The newspapers the other day had a statement which looked as if the stations were to blame. "I should like to make it clear to the Board," proceeded the Chairman, "that the facts, regarding the action taken with reference to the epidemic are not quite as they have been reported in some of the newspapers. The decision to abandon free congee distribution was arrived at by the Tung Wah

Hospital authorities, partly for economic reasons, and was arrived at independently of any bearing it might have on the spread of gastro-enteritis and before the risk of the free congee spreading the disease had been mooted. It has not been proved that the free congee issued by the Tung Wah authorities had anything to do with the spread of the disease further than the obvious risk when an epidemic is prevalent of bringing together in very intimate contact large numbers of hungry people, and this risk it has been decided to avoid."

Mr. HALLIFAX urged that if it was feared that the epidemic would continue the Board ought to take action quickly. It would be well for the Board to express its opinion as to the desirability of stopping the sale of all dangerous food-stuffs in the street, such as ice-creams, iced drinks, etc.

Mr. TAO: Also rotten fruit. We have never stopped this before. We must send some inspectors round to stop the hawkling of rotten fruit, vegetables, etc.

Dr. KOCH: The main thing will be to find out the origin of the disease.

The CHAIRMAN replied that Dr. Parker, the Bacteriologist, and Major Harvey, of the R.A.M.C., were making investigations. The epidemic had not been left alone; there were people investigating it. Dr. KOCH remarked that it seemed bad policy to separate the Bacteriological Institute from the Sanitary Board.

The CHAIRMAN said that in reference to the remarks of Mr. Hallifax and Mr. Tao, he thought it would be wise if they had some definite control over the people hawkling iced drinks, fruit and vegetables. Wandering hawkers were inclined to buy a quantity of damaged goods and then sell them to the public. It rested with the Board, under section 81 of the Ordinance, to seize the fruits, etc., so sold. They could get over the difficulty by withdrawing the licences of the people.

Mr. HALLIFAX reminded the Chairman that licences were issued annually and the course suggested could not be taken. The CHAIRMAN suggested framing a by-law but Mr. Alabaster remarked that it would be better to save time by sending the Ordinance up to the Government for consideration.

Mr. HALLIFAX: I ask the Board to give a definite opinion as to what fruits are not desirable to be sold in the street and to consider which of these fruits are connected with the disease. If this is done and a list is drawn up, we can get some Dispensaries' Association, to post up notices at the dispensary doors, publish the list in the vernacular Press, and tell patients what fruits to refrain from eating. Such things as ice-cream, iced drinks, sugared drinks, jelly-cream, damaged and rotten fruits, any periled fruit, and melons should be avoided.

Mr. TAO seconded this and it was agreed.

The CHAIRMAN remarked that the M.O.H. had shown that the outbreak had subsided as suddenly as it started. It might occur again and it was best to prohibit the sale of the things mentioned. The meeting then terminated.

## LABOUR'S STORMY PETREL.

## NEIL McLEAN, APOSTLE OF DIRECT ACTION.

A little man with big ideas that have run astray from all convention is Neil McLean, M.P., the Scottish Socialist, who snatched at publicity by choosing to remain seated in the House of Commons when all other members, uprising, stood and sang "God Save the King." That was McLean's way of showing studied disrespect to all sentiments of loyalty, despite the fact that he has taken the formal oath of allegiance.

He is a person you cannot pass in a crowd. First it is his hair one notices—a tangle of frizzy light curls which make him look like a grown-up Bubbles—with a Clyde-side accent.

Come closer, and it is his eyes that draw attention by reason of the smouldering discontent that shows so clearly within them. He has no use for anything but custom, rule, or courtesy—except of his own contriving. Individualism with Neil McLean has usurped the place of self-control.

## BOLSHEVISM M.P.

England knew nothing about him until the unlucky accident of a split Coalition vote retained him as the Socialist member for Govan. He has, however, been, for a long time, a force for revolutionary Socialism in Glasgow. Officially he was an organiser for the Scottish Co-operative Wholesale Society, but, out of hours, he was associated with all the rebel elements of Clydebank as a recognised leader. Call him a Bolshevik and he will be released. I have a memory of him at the last Labour Party conference at Southport, declaiming about intervention in Russia. His face was red with passion, his arms moved wildly to emphasise his shouted words, as he said, "I stand by the Bolshevik regime all the time." He can speak well, and has a good voice, for his accent. At the conference he spoke whenever there was a chance of stirring up discontent.

Direct action is his present creed, and he is a rebel within the Labour Party itself, for he resents the broad good sense and stability of the official executive. I have no doubt that, in his mind, an upheaval of the Constitution is near. He believes that he sees the wave coming which will carry the little curly-headed figure of Neil McLean upward to a position compatible with his own estimate of his ability.—S.B. in *Daily Express*.

## THE MIRACLE OF MIRACLES—OUR ARMY.

[BY LIEUT.-COLONEL JOHN BUCHAN.]

My title is meant to describe the military effort of Britain in the war, and I do not think it one whit exaggerated. We have lived through four years of miracles, things wholly beyond human expectation and calculation. There is much in the war which we shall do well to forget for a little, but our real achievement should be always present to our mind as a source of pride and encouragement. We did not win by muddling through, while we muddled we stuck fast. We won by using our brains better than our opponents, and by pooling every atom of energy we possessed for the common cause. Now, national energy is the same quality to whatever purpose it may be applied, and the power of sacrifice need not be confined to war. We are faced with a pretty collection of peace conundrums, but if we bring to their solution one-half of the vitality and 'goodwill' we showed during the campaigns, we shall win through. That is why it is worth remembering our military achievement. We need to tell ourselves that what we have done once we can do again.

## BRITAIN'S EFFORT.

How are we to judge it? Take first the bare test of figures. In August, 1914, we had a total force of some 700,000 men; a quarter of a million Regulars, a quarter of a million partially trained Territorials, and about 200,000 Reserves. A smaller force, so far as readiness for the field was concerned, than that possessed by some minor Continental States. In a year we had enlisted two millions voluntarily. In May, 1918, there were over 5,000,000 voluntary recruits in our Army and Navy. At the end of the war I take the figures for the United Kingdom alone—we had 5,700,000 under arms, who represented over 25 per cent. of our male population, or, if Ireland be excluded, over 27 per cent. If we include sea service and bring in all troops, both white and black, from the Empire we get a figure of over 10,000,000. When we remember that we were manufacturing munitions on a great scale both for our allies and for ourselves, the figure must seem colossal.

As for our losses, those of the United Kingdom alone were nearly 11 per cent. of the male population and 43 per cent. of the total enlistment. On the western front we had five casualties for every nine men sent out. How large was the burden we bore may be seen from the following statistics, which I take from the current "Round Table." It being premised that the French figure includes missing and prisoners, but not the lightly wounded, while the others include the second and exclude the first. The losses of the British Empire were 4.51 per cent. of the population, those of France 4.32 per cent., of Serbia 3.56 per cent., of Belgium 0.78 per cent., and of the United States 0.22 per cent.

## LUDENDORFF'S KNELL.

So much for quantity. In our contribution to the science of modern war we were not less distinguished. We did not produce any master strategist like Foch, but in Haig we had a great trainer of troops, the greatest we have had, perhaps, since Sir John Moore—and a great provider of weapons. The creeping barrage, the tanks, the whole tactical use of aeroplanes in action are to the credit of the British Army, and it may fairly be said that we largely provided Foch with the weapons which made possible his final victory. In the actual business of fighting to have the admission of the Generalissimo himself that the honours of the last stages lay with the British Army. From the beginning of January 1917 to November 11th, 1918, we were almost continually engaged, and our losses were higher than those of any of our Allies. The desperate battles of 1917 did much to wear down Germany's strength, so that at the end she had to stake everything upon a single throw. The retreat from St. Quentin and the battle of the Lys frustrated Ludendorff's main plan, and drove him to wild ventures. When Foch on July 18th of last year made his famous counter-stroke he had no stouter supporter in the great hazard game, and when our advance came, and Foch like Wellington on the evening of Waterloo, gave the signal "for everything to go in," it was the British Army which broke through the defences to which Germany had chiefly trusted. Some day it will be understood that our attack on the Hindenburg Line on September 27th, was not only a splendid feat of arms, but a movement initiated by Haig in spite of the gravest doubts of most of his colleagues. That, and the battle of October 8th-10th, which Foch described as a "classic example of the military art," rang the knell of Ludendorff's hopes.

Let us remember, too, that we were all the time fighting on ten fronts, and, besides the war in the west, had three campaigns of the first importance, in the east. Men may differ about the wisdom of some of these ventures at their inception, but the fact remains that we carried them all off simultaneously, and brought them all to success. To wage war everywhere at once puts an immense strain on national stamina. In estimating our military achievement we must not forget how many tons we had habitually to keep in the fire.

(Continued at foot of next column.)

## REMEMBER WHAT THE NAVY HAS DONE.

[BY THE RIGHT HON. WALTER LONG.] (First Lord of the Admiralty.)

At last the peace is signed, and the end of this great and terrible war has been reached.

The part that the Navy has played in this gigantic conflict is perhaps not so apparent at first sight as it might well be, for indeed it is a more triumphant story than that had it not been for the Navy, it would have been impossible for our armies in any of the various theatres of war to have successfully engaged and defeated our enemies. When it is thought that it was under escort by the Navy that troops, food, stores, munitions were taken even across the narrow channel that separates France from England, it is evident that the task accomplished was a gigantic one.

When it is remembered that the same duty was performed for all the forces fighting in many different parts of the world; that the Navy brought here thousands of troops from different parts of the British Dominions; escorted a very large proportion of the troops which came from the United States of America; and, in addition, had to escort passenger and cargo steamers, it will be realised how tremendous was the work they performed, and how great a debt is due to them for the self-sacrifice, devotion, and skill with which this great task was accomplished. It must also not be forgotten that they had to watch the seas for torpedoes, to sweep them for mines, and to meet a large number of new devices for dealing death and destruction.

They did not crown their work by another Trafalgar, but they fought several brilliant battles; and although many invaluable lives were lost, they were not lost in vain, for the Germans were defeated as completely at sea as they were on land.

It is true, as I have already said, that there was no Battle of Trafalgar; but can the human mind picture a more wonderful spectacle or a more complete defeat than is to be found in the silent passage across the North Sea of the German warships to be handed over on arrival off our shores, without protest or demur, to their victorious enemy? In a great sea fight the victors must inevitably lose heavily in men and ships, while the vanquished, losing more heavily still, fighting on to the end, and with the invincible courage of sailors go to their doom, with their guns belching defiance to the enemy, and their men cheering as they go to their death—a spectacle which has always commanded respect from their conquerors.

But in this case there was nothing to inspire respect; nothing to add glory or lustre to the German Navy, when, without firing a gun or offering any resistance, they handed themselves over to Sir David Beatty and his victorious fleet. There are, it is true, controversies about the battle of Jutland and other naval battles; but this fact stands out—that after that battle the Germans never seriously sought to try conclusions with the British Navy again; and the conditions in which their ships were found when they were surrendered showed how complete the defeat had been, physically and morally, which they had sustained. Those who have visited the devastated areas of France and Belgium know how terrible is the destruction; thousands of acres laid barren and waste; woods and forests destroyed; churches, houses, cottages reduced to a mere heap of ruins. It is not too much to say that had it not been for the British Navy nothing could have saved England from the fate which overtook the countries of our Allies.

From the beginning to the end of the war, always on the watch, ever vigilant and prepared to take any action that seemed necessary to defend the shores of the United Kingdom, to protect the interests of the Allies, and to contribute by all possible means in their power to that victory which has now finally crowned our efforts. Well, indeed, may we thank God for our glorious British Navy; and never must we let our children forget what is the debt we owe them for all that they have done in these tremendous years.—*Daily Express*.

I remember in the first weeks of war talking to a Regular officer, who, after the fashion of the old Regulars, was gloomy about the immediate prospect but perfectly confident about the ultimate issue. He was convinced that the war would last every bit of four years if we were to win, and would in the end be won by Britain. No, not by the British Navy, but by the British Army, which would then be the best in the world. At the time I thought the prophecy mad; but it was true. That is always the way with our country. She begins by being universally underestimated—as by Frederick the Great, by Joseph II., by Napoleon, by the Emperor William. She moves slowly and unwillingly to her task, and ends by doing most of the job. The "Island Poland," as her detractors describe her, finishes by having the destinies of the world in her hands.

## CROWNING ACHIEVEMENT.

When in December the British divisions crossed the Rhine, the men who had been out since the start must have looked back upon the long road with minds wavering between perplexity and thankfulness. Their words might have been those of Jacob: "With my staff I passed over this Jordan, and now I am become two bands." The little Expeditionary Force, small in numbers and small in the esteem of its opponents, had grown to almost the strongest army that the world has seen. A miracle had been wrought, a miracle of patience and courage and resolution. It is well to be always reminding ourselves of what we have been capable, for in it lies the hope of our future.—*Daily Express*.



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## OUR EMPTY EMPIRE.

### A PLEA FOR PARENTHOOD.

(By DR. C. W. SALKER, F.R.S.E.D.)  
(Vice-Chairman of the National Council of Public Morals.)

Canada confirms my creed that the culture of the racial life is the vital industry of any people, and that "decay of parenthood" is the mortal disease of nations. Let any lover of his country, our mighty Dominion, consider that we sell the truth of the nation that we own but do not occupy, police but do not reach, as by must, the conclusions which I have been urging upon the British people for so many years, let him digest the by no means surprising but pungent fact, which I have just learnt, that before the war Americans were migrating into the Dominion at the rate of 300,000 per annum. Canada at the rate of 300,000 per annum. It is time for us Britons to ask ourselves what is really happening to our Imperial life, and what it portends for our future.

As was pointed out here last year, our great overseas Dominions are almost empty. In the British Isles we are 373 to the square mile; in Australia they are one, and in Canada two to the square mile. Australia, which is 70,000 square miles larger than the United States, has just reached the five million mark—two-thirds the population of the United States has about 100,000,000; according to the most recent estimates I can obtain in this city, her capital and statistical centre, Canada, much larger than the United States, and endowed with illimitable natural resources, has about 8,000,000. Nothing could be more natural than the flow of Americans, even though their own country is still in need of many pioneers, northwards to our great Dominion, with its infinite opportunities in the library of Mr. William Jennings Bryan, the other day, I picked up for a few seconds a copy of a volume by Mr. W. T. Stead, entitled "The Americanisation of the World." As to that, I know not, but as to the Americanisation of Canada, who can doubt who knows even so much as has been stated of the demographic facts? I am not so rash or insular as to say that this process is a bad one. On the contrary, Canada must benefit enormously from the intimacy of her relations with her wonderful neighbour, but I ask Britons to acquaint themselves with the facts of population, and migration, and ask what they must portend.

Why have made the United States and Canada what they are and will be? Undoubtedly we have, predominantly and overwhelmingly. It is surely true, as I told an American audience in this city the other day, that the United States is the finest thing Britain ever did. But how did England and Scotland and Ireland and Wales achieve the present splendours and powers of the United States and Canada? Undoubtedly by emigration. According to a figure quoted by Professor Arthur Keith some years ago, about sixty millions—or two-thirds as then estimated—of the population of the United States are of British birth. For many generations of little islands bogged and bogged and sent forth across the seas hosts of splendid young people, who have made the North American Continent what it is to-day. If it be, as I believe, the wonder and hope of the world, it is we who have made it so. The migration from our shores has been derived from all parts of the United Kingdom, and certainly the English have been most numerous; but emigration from Scotland and Ireland has been relatively much greater so that the Scottish and Irish constitute a considerably higher proportion of the British stock in both the United States and Canada than they do in the Old Country.

A MOMENTOUS IMPERIAL ACT.  
So much for the past. But "what's to come?" and it is pleasant to quote Shakespeare in the capital of the United States, remembering that these wonderful people speak English, Americans though they call themselves. And to quote from the same source again. "There are many events in the world of time which will be petty to the world to determine." What is for us the historic prospect? That is for us to determine. We are not as astronomers, recording a comet's past and predicting its future course, which, though foreseeing, they cannot control. We are a part of all that shall be: we can both foresee and control; we are the phenomena we observe, and they are essentially phenomena of the human will. It is to be determined what I believe—that we have won the war but we are losing the race, and therefore the peace. Even before the war, the inquiries of the Dominions Royal Commission showed that the fall in the British birth-rate, which is really the most momentous Imperial fact of the past half-century, had produced its inevitable consequence: young people were not so long ago when our Imperial duty clearly was, as some few of us pointed out, to redirect the stream of emigration towards Canada, for instance, rather than the United States. Owing to the imbecile neglect of this great Imperial interest by successive Governments, these islands were continually losing large numbers of splendid young people who should have migrated within and not without the Empire. This object has been in large measure attained; migration in recent times has been much more largely intra-Imperial, and now, at last, there has been formed an official body, of which the latest name, for the moment, when I left England in May, was the Government Emigration Committee, designed to do for intra-Imperial migration what the few students of Imperial demography have long demanded. The tragedy is that we should have awakened to the importance of emigration when we have so many emigrants to spare. For that is the fact. The evidence laid before the Dominions Royal Commission before the Royal Statistical Society, notably by Dr. E. C. Snow, shows that we have no more young men to spare for peopling our empty Empire. Young women, indeed, we possess, and I have urged for many years that we should encourage and safeguard their migration to Canada, thus helping to correct the balance of the sexes, both in Britain and Canada, to the advantage of morality, monogamy, and the Imperial race. But

(Continued at foot of next column.)

## PROHIBITION, IN U.S.

### THE FINAL ORGIES.

New York, July 1st.  
It is estimated that 500,000 New Yorkers attended the obsequies of "King Alcohol" last night, and early this morning, and there was much the same sort of demonstration in every American city. After business was over yesterday, people with one accord marched to the restaurants, hotels, and cabarets, where every seat had been booked in advance, and revelled to their hearts' content. The New York streets reminded one of London on Mafeking night, and the police here, who sympathise with the deposed monarch, allowed a free hand. There were parades everywhere, headed by bands which drowned out dirges and funeral marches, and John Barleycorn, carried on a stretcher, was buried by tens of thousands, with hilarious accompaniment. At every big hotel, even the very best, such as the Plaza, Knickerbocker, Commodore, and Pennsylvania, the crowds trooped in and out all night. In one Broadway hotel, a hitherto gentlemanly paragon, Tennyson's, "Crossing the Bar," as follows:

Brandy and good Five Star.  
Will no more, call to me,  
And may there be no mourning at the bar  
When I put out for tea.  
While whisky is dead and buried in the United States, there will be enough American ingenuity remaining to secure all the light beer wanted, plus Californian claret. This conviction is strengthened by the uncertainty of the authorities to enforce prohibition to the letter. According to the licensed trade, beers and wines with not more than 2.75 alcohol content are still permissible. In some cities there had been three-day celebrations of the carnival type, and everywhere the closing hours of the old regime were marked by a tremendous rush to the liquor stores to stock up for the dry season ahead. Many have resented which, with economy, will last for years, and those who have not have great hopes.

## WHY THE WORLD IS GOING WRONG.

Want of character is the reason why all schemes of human government refuse to work. We all ought to make it a principle to live more simply than we are obliged to live, and make our protest against all luxury, slothfulness, dishonesty, and useless work. This was the keynote of a powerful and sombre sermon delivered by Dean Inge, of St. Paul's, at St. Mary Abbot's, Kensington, on July 12th. "There is no colour, too dark in which to paint the prospects of civilisation," said the dean. "After five years of war the world is poorer by the loss of 8,000,000 young and vigorous men. Wealth and credit have been destroyed to an extent which we still fail to realise. We are leaving to our children the inheritance of a bankrupt world. Democracy is everywhere threatened by anarchy, operating through strikes. In my opinion, the age of industrialism, which began about 150 years ago, has received its death wound, and it goes the great cities it has dotted over Europe will have to go, too, and we cannot guess what will become of our inhabitants."

That is really a subsidiary matter compared with the broad fact of the decay of parenthood in Britain and the substantial consequence—that the rapidly increasing young population who live under other flags than ours will constitute the emigrants into Canada, for instance, henceforth—as we have seen to be already the case. The Scottish instance is especially striking. The Scottish stock, when non-alcoholic is superb, if not nearly supreme, among human types. Its past and present worth for the United States and Canada can scarcely be over-stated. I knew even before the war, several weeks in these countries, but the worth of the Scottish stock can be fully appreciated only when one really encounters it on this side. That stream of life, which has so largely fertilised the English-speaking world, and which is so greatly needed in Canada and Australia, dried up to-day. In Scotland, as in England or in France, parenthood is now decadent. The racial poisons, as I term alcohol and the venereal diseases, exact their heavy toll upon such parenthood as is still permitted by the contemporary will, and the mortal statistics of to-day spell the doom of to-morrow. It was good to learn, just before I left England, that Sir Rider Haggard had constituted our National Birth-rate Commission, which has been at work with an interval ever since 1912. But I confess to a feeling over here that the magnitude and the speed of the facts are more than our Commission, or any Commission, can cope with. Year by year the facts become more serious as we sit and study them of the years before. I do not want to feel like the astronomer, prescient but impotent, who watches a comet. The factors which are potent enough to determine that our race shall live must be aroused. The Churches should be able to help, but I fear that their influence in Britain is very much less than it appears to be so far as I can observe, both in the United States and in Canada. Meanwhile, we penalise and discourage, if we do not positively prohibit, worthy patriotism by every means, consciously or unconsciously, tending towards that end and no one seems to realise what, indeed, the Imperial end of such a course must be, even though we know that our great Imperial predecessors have gone duty to only their names to recall them in the night of time. No one who has seen what I have seen and seen here in Washington, can despair of "the tongue that Shakespeare spoke." The United States are going on, and our tongue and traditions with them. But it is as a Briton, and for the British Empire, that I now plead for parenthood. Daily Telegraph.

## ENGLISH HOSPITALITY.

### A CORDIAL AMERICAN APPRECIATION.

Two Americans have written the following letter to *The Times*:—  
Something more needs to be said about English hospitality. One rather expects that well-known Americans will be entertained handsomely here, as well-known Englishmen are in the United States. But when "more sincere" Americans are treated so cordially and hospitably as we have been, by people under no obligations to us, whom we have met just usually, the situation calls for something special—say a letter to *The Times*, thanking you with all our hearts. Although we have visited in our own South and West, famous for hospitality, we have never experienced anything like the English brand.  
We go back home with the warmest feelings of affection for our English friends and acquaintances. Isn't this one answer to the question of Anglo-American understanding? We shall always want to be good to any English visitors we may meet in the United States, and we hope more of you will come, especially young people. The only English we have met who don't like or understand our country are those who have never been in it, and in the same way, Americans who dislike England are mostly those who don't know English people.  
Where that reserved "superior English" may be, I don't know, but he hasn't been in evidence during the months we have been in England. We think he is a myth. We say "good-bye" with regret. God bless you every one.

## THE BEAUTY OF MIDDLE AGE.

It is often said by lovers of the beautiful that there is nothing more attractive, more pleasing, than a young girl with beautiful features and colouring. Certainly youthful beauty is a delight to behold, but there are not some elderly women—mothers of grown-up children or unmarried women long past the "twenties"—whose faces are equally attractive, sometimes even more so.  
This form of beauty does not depend on good features, on the absence of wrinkles, or on "make-up." Indeed, the use of cosmetics, in almost every case, tends, as a woman grows older, to detract from, rather than add to, her beauty. Wrinkles naturally come with the passing of years, and a mature woman whose face is absolutely unlined has rather an artificial or wooden appearance. But there are some wrinkles that make for beauty, while others have an opposite effect. Laughing constantly is supposed to produce premature wrinkles, but even if they come prematurely, have not such wrinkles a charm all their own?

That the beauty of middle age does not depend on perfection of features is proved by the fact that when one grows old, some elderly women who were accounted beautiful in their youth are wondrous how they could ever have had any pretensions to good looks. Their beauty could only have been "skin deep," as it were, and is now almost obliterated by the effects of the unpleasant emotions they have experienced since their early days.

There are, of course, some women, beautiful in youth, who remain beautiful all their lives. Look at the face of the Queen of Rumania. She has now grown-up sons and daughters, but yet it would be hardly possible for any debutante as her Court to excel her in real beauty.

One could name many other highly placed or well-known women who have retained their beauty up to middle age, and even beyond. Will Ellen Terry ever be anything but beautiful? She, indeed, fully understands the art of growing old gracefully.

EMOTIONS AND LINES.  
The art of retaining or cultivating beauty depends partly on health, partly on character, and partly on personality. The harmony of the personality is what should be aimed at. A member of the Society for the Study of Orthopedics told me, "Conflict of motive leads to conflict of the emotions, and this indecision or unrest, which is often due to unconscious causes, is reflected in time in the face, the physical organism being a reflex of the personality."

A woman who has been through a great deal of mental suffering is often most beautiful in old age, simply because she has rid herself of all conflicting emotions into one perfect whole, and arrived at a peaceful state of mind, by perhaps an act of self-surrender or by continually triumphing over unworthy motives.

A thoroughly selfish person is rarely beautiful in old age. There has been conflict from outside influences warring against self-centred ideas, and either discontent or self-satisfaction is imprinted on the face.  
In thinking about the people one meets one can often predict how they will look in after years. There is one girl I know who is generally considered quite plain. Her only good feature is her eyes. But I imagine she will be quite comely to look upon when she is getting old. She is particularly kind and good-natured, and I am sure, seldom, if ever, harbours a nasty or spiteful thought.

A WARNING.  
Another girl is a perfect beauty, so beautiful that artists are always wanting to paint her. Before I got to know her I used to find a pure delight in looking at her when, as often happened, she was dining at the little restaurant I often frequent. But now it is no pleasure to me to look on her beauty. I know what in life she leads the girl who shares her flat, and how self-centred and discontented she is. It does not need any great gift of prophecy to predict for her a most unlovely old age—unless she is warned in time and tries to alter her mental outlook.—R. H.



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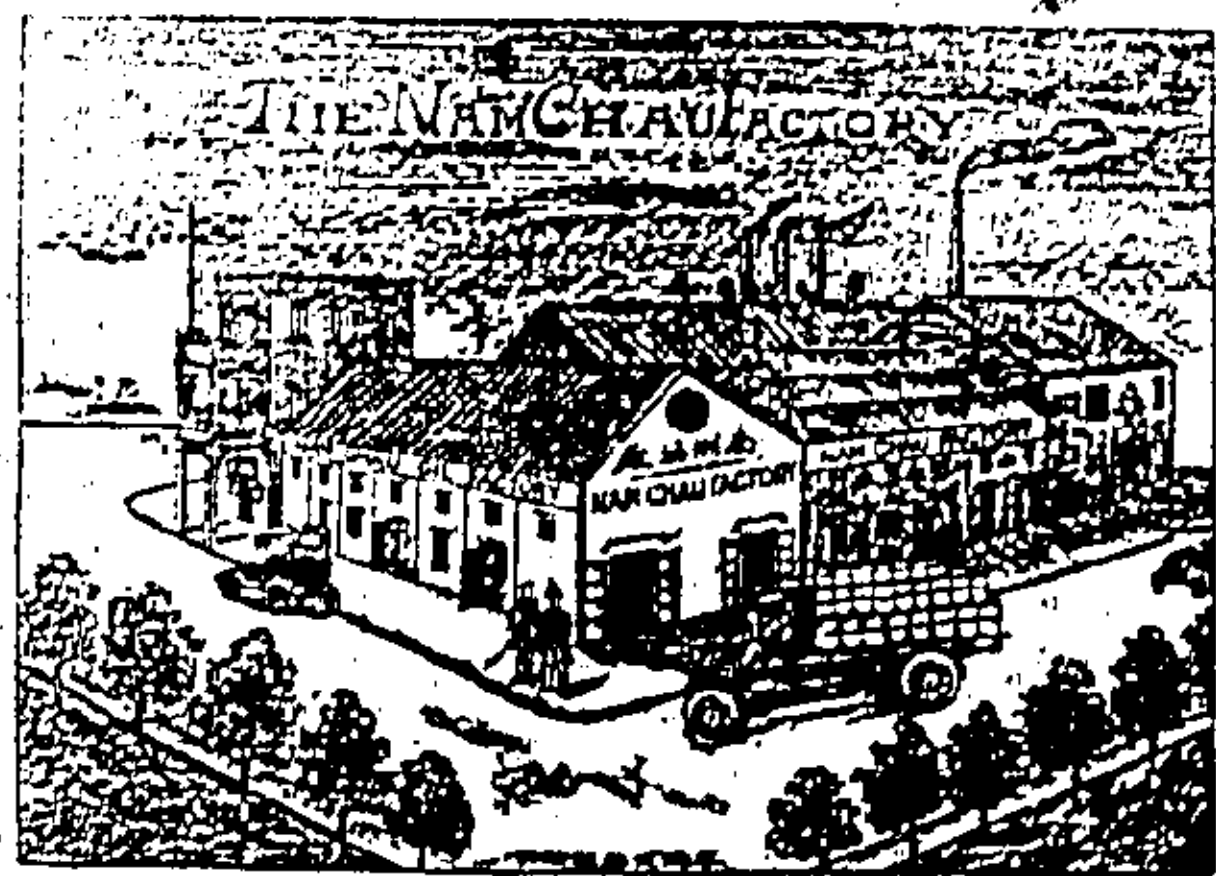
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### SECRETS OF THE WAR— BULLETS FOR ZEPPELINS. INVENTOR'S HEROIC DEATH.

Mr. Justice Sargant presided at a  
meeting of the Royal Commission on  
Awards to Inventors at Queen Anne's  
gate recently, at which a claim was made  
on behalf of Mrs. Brock, the widow of  
Commander Brock, the inventor of the  
Brock anti-Zeppelin bullet, for an award  
in respect of the bullet.

Mr. Albert, a brother-in-law of Com-  
mander Brock, presented the claim,  
which he said was brought on the de-  
finite instructions of Commander Brock  
contained in a letter written a few days  
before he went to Zebrugg. It was due  
to Commander Brock's memory that there  
should be the fullest public recognition  
and acknowledgment of what was ad-  
mitted to be a very valuable invention.  
Up to now the fullest secrecy had been  
imposed by the authorities and loyally  
accepted by the manufacturers and the  
family, whereas considerable publicity  
had been given to other inventors of  
bullets. Over and over again it had been  
claimed that such and such a bullet had  
been instrumental in bringing down  
Zeppelins, and all this time they had re-  
mained silent. The time had arrived  
when it should be made public that the  
Brock bullet played a very important  
part in bringing down these Zeppelins,  
especially in the early days, which was  
the most dangerous stage of the menace.  
The bullet was not patented, said Mr.  
Albert, and anyone who knew Com-  
mander Brock would not be the  
least surprised at that. He was  
glad to say that the State had the  
unrestricted use of the invention, and  
apart from that he was a man of many  
parts, and as soon as he had attained  
success, in one direction he turned to an-  
other. He had remarked that he had  
finished the Zeppelins and was going to  
do the same thing to submarines. In  
1916 a conference awarded certain marks  
to the different types of bullets, taking  
into consideration the perseverance of the  
inventor, civil and military values, and  
the restoration of public confidence. That  
committee decided that the Brock bullet  
was worth 21 per cent, and the Pomeroy  
23 per cent.

Mr. Trevor Watson, for the Admiralty,  
said that at the time the value of a  
Zeppelin was taken at an arbitrary value  
to be £70,000.

Mr. Albert pointed out that it was  
believed at one time that some way of  
countering the attack with bullets then  
in use had been found by the Germans,  
and Commander Brock set to work to  
find a bullet which would function on the  
fabric, which was the essential point. In  
the autumn of 1916 the first three of four  
Zeppelins were brought down, including  
those at Cuffley and Potters Bar. Mr.  
Albert quoted from statements found  
among Commander Brock's papers, in  
which he expressed the view, supported by  
evidence, that no other bullet had  
succeeded in firing a balloon at over 200  
yards range. He further said that his  
bullet had been present in every mixture  
of bullets, and that it was the chief factor  
in destroying the Zeppelin menace. It  
was also believed that the Pomeroy bullet  
had never been used alone on an attack  
on Zeppelins. The mixture of bullets  
was authorized to make doubly sure. The  
drums of a Lewis gun were loaded with a  
mixture of Brock and Pomeroy bullets,  
and a third bullet which was used as a  
tracer bullet. Commander Brock attach-  
ed reports by the well-known aviators,  
Lieut. Sowers and Lieut. Braden. Lieut.  
Sowers said in his report that the first  
two drums of ammunition had apparently  
no effect, but the third one caused the  
envelope to catch fire in several places.  
He fired traversing fire along the en-  
velope. This was an important point,  
because it was suggested that the Pomeroy  
bullet would only function on a hard  
surface, and in traversing along the en-  
velope there was only a remote chance of  
the bullet hitting a hard substance. The  
next aviator spoke of seeing the Brock  
bullets bursting all along the envelope.  
It was a great misfortune, said Mr.  
Albert, from all points of view, that  
Capt. Robinson, V.C., was dead. They  
knew quite well in the family of Com-  
mander Brock that Capt. Robinson and  
his squadron accepted it as a fact that  
Brock bullets had brought down that  
Zeppelin, and Capt. Robinson had con-  
gratulated Commander Brock upon it.

Sir William Pope, Professor of Chem-  
istry, of Cambridge gave evidence, and  
said he thought the aviators' reports were  
conclusive that it was the Brock bullets  
which were bursting on the Zeppelin.

Colonel Fellowes, R.A.F., said, in the  
course of his evidence, that the theory that  
Zeppelins were surrounded by a non-  
combustible gas was found to be without  
foundation. Commander Brock set out  
on his research on his own initiative, and  
said he would produce a bullet to act  
on the match-box principle. Tests show-  
ed that usually two or three British bul-  
lets fired in the same place would explode  
a balloon, but he believed that one bullet  
would be sufficient to destroy a Zeppelin.  
Colonel Fellowes added that, although it  
was not known at the time, the Bucking-  
ham bullet would have done what was re-  
quired.

ON THE MOLE AT ZEBRUGGE.

The Chairman: Really, the special  
problem which the bullet was designed  
to meet was to some extent a problem  
which did not exist.

Colonel Fellowes agreed, but he said  
that the Brock bullet was the bullet with  
which machines were first authorised to  
be sent up. It was practically capable  
itself of destroying a Zeppelin.

Colonel Forbes, Aircraft Armory De-  
partment, expressed the view that the  
chances were that what the aviators saw  
were the explosions of the Brock bullet.

Mr. Trevor Watson, called Admiral  
Richard Farquhar, who said the view of  
the Admiralty was that there was no  
real risk with the Brock bullet. There  
never had been a serious accident. Com-  
mander Brock was appointed to the Royal  
(Continued at foot of next column.)

### KAISER KARL ATTACKED. GERMAN WAR MINISTER'S BOOK.

One more has been added to the rapidly  
growing list of books by Germany's war  
leaders, the latest author being the War  
Minister, General von Stein, whose work  
consists of a number of short chapters  
giving his views, not only on the army  
commanders and the war, but also on the  
High Court, the German Government, the  
Allies, etc.

General Stein considers the ex-Kaiser  
innocent, and declares that he energeti-  
cally opposed the war, and only gave his  
consent, with a heavy heart, after the  
strongest reasons for a declaration of war  
had been set before him. General Stein  
expresses wonder that such a revulsion of  
opinion among the German people is pos-  
sible, seeing that all were formerly con-  
vinced that no blame for the war was  
on the Kaiser. He then reads the Reich-  
stag's resolution for its Peace resolution of  
July, 1917, saying it lacked political  
understanding for war and peace. He  
adds: "That we desired to wage no war  
of conquest, but one of defence was placed  
beyond doubt at the very beginning.  
Too little regard was paid to the effect  
of the Peace resolutions on the troops at  
the front."

The General maintains that Bethmann-  
Hollweg was neither a diplomat nor a  
statesman, saying: "He was no states-  
man, for a statesman must have no fear.  
Fate overtook him despite, or rather  
owing to, the way in which he gave way.  
Ludendorff told me, as early as the  
autumn of 1916, that Bethmann Hollweg  
would never manage to bring about peace,  
and that, therefore, he must go."

The writer also lets himself go regard-  
ing the Emperor, Karl, whom he terms  
a weak prince, who, in the end, was not  
taken seriously. He declares that nego-  
tiations were constantly taking place  
with enemies in Vienna, and that the  
Emperor in his conversations called Hin-  
denburg and Ludendorff pigs. "Even in  
Vienna," he writes, "people made fun  
of the Emperor Karl in the open street.  
Although he was ready to make any sacri-  
fice if he only remained Emperor, it was  
his, as also the Empress's ardent wish  
to see the Crown of Poland on his head.  
From such an ally nothing could be ex-  
pected. Our allies were all weak and  
without resources of their own, and  
though cut off from the world's markets,  
we had to supply them with what they  
lacked. For fear of their defection, we  
were too considerate towards them. The  
Entente energetically held all its nations  
together, and united all in common  
action. We did not succeed in attaining  
this unity. In the end, the faithlessness  
and treachery, which we had tried to pre-  
vent by our yielding attitude, was com-  
mitted all the same. We were not cap-  
able of enforcing our will from the start,  
nor of making the situation clear.—  
Reuter's Special Service.

Naval Air Service to investigate explo-  
sives, but the confidential information he  
thus gained would not be of special use  
to him in making that invention. He  
was probably far ahead of others in his  
knowledge and experience of explosives.  
He had heard since that Commander  
Brock produced a lot of other inventions.  
The Chairman: We have all heard of  
the artificial fog at Zebrugg.

Mr. Watson said the well-known in-  
ventions in connection with colour films,  
anti-submarine work, and a special sort  
of gas.

The chairman commented on the great  
desirability of claims of this class being  
heard together. He said he could not  
help feeling that the award in the case  
of another bullet might have been dif-  
ferent had all the evidence been before  
the persons who made it. He was refer-  
ring to the Pomeroy case.

Mr. Watson said that Commander  
Brock was a very exceptional man, and  
the services he had given to his country  
and his early and lamented death made  
it particularly desirable that, in this case,  
the Admiralty should not be tainted with  
any suggestion of ingratitude. On behalf  
of the Admiralty, he paid tribute to the  
immense value of Commander Brock's  
services. The ideal of duty dominated  
the whole life of the deceased officer.  
Nothing in his life was more characteris-  
tic than the manner of his leaving it. He  
had come to the conclusion that the Ger-  
mans had a range-finder superior to our  
own. He went to Zebrugg as no part  
of his duty at all. He begged to be  
allowed to go because it might give him  
an opportunity of finding out the nature  
and the construction of this range-finder.  
According to the best contemporary ac-  
counts, it was while he was examining  
that range-finder, on the Mole at Zebrugg,  
that he met his death, and there  
could be no other tribute to the nature  
of the man than the fact that, in the  
tumult of that attack, he could examine  
quietly a scientific instrument in order  
not to be might place the knowledge he  
gained at the service of his country. To  
put it briefly, the Admiralty were not  
fighting the case. An award of £25,000  
had been made in the case of the Pomeroy  
bullet, but the award made in the case  
of Commander Brock was considerably  
smaller.

It was thought then that the Brock  
bullet was not so effective in bringing  
down Zeppelins, and, further, there was  
nothing like so large a number of them  
used. It had always been the practise  
of the Admiralty and the War Office to  
deal with the Service inventor on a dif-  
ferent footing from the private inventor,  
but the evidence in this case showed that  
the services Commander Brock rendered  
were not due to the training he received  
at the hands of the Admiralty. It ap-  
peared that at least three Zeppelins were  
destroyed by a mixture of Brock, Pomeroy,  
and tracer bullets.

In reply to the chairman, Mr. Albert  
said that they desired a complete settle-  
ment regard to the invention for future  
use as well as for past, and on this the  
chairman remarked that he hoped there  
would be no occasion for further use in  
our time.

The Commission considered its award  
privately, and will make a recommenda-  
tion in the usual way.

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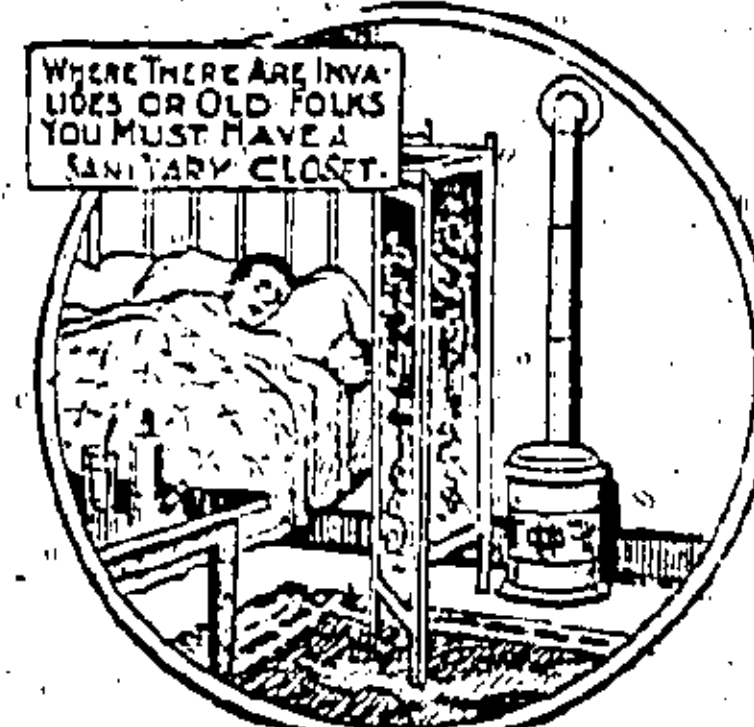
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## FRENCH LESSONS

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 September 2nd.  
*Huamun*, British str., 641 tons, Captain Pace, from Haiphong and Hoihow, with a general cargo, including coal, Po Shun & Co.  
*Tai-chan*, Chinese str., 1,210 tons, Capt. Westerlund, from Canton, with a general cargo, C.M.S.N. Co.

## SHIPPING MOVEMENTS

The s.s. *Venezuela* sailed from Manila on Monday morning and will arrive at this port tomorrow at daylight.  
 The s.s. *China* sailed from Shanghai on September 1st, and may be expected to arrive in Hongkong on September 13th.  
 The N.Y.K. s.s. *Kama Maru* (European line) left Shanghai for this port on the September 1st, and is expected here on September 4th.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 2nd

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer	29.52	29.59	29.61
Temperature	85	78	75
Humidity	72	85	75
Wind Direction	West	calm	West
Force	3	0	3
Weather	0	0	0
Rain	0.89	0	0.03

Highest open-air temperature on 1st... 87  
 Lowest open-air temperature on 2nd... 77

## WEATHER REPORT.

September 2nd, 5.33.—Orders given to lower local signal No. 1.

September 2nd, 5.35.—Warning to Hongkong, Phulien, Coast Ports, etc.—Typhoon in Lat. 23 deg. N. Long. 123 deg. E. direction N.W. velocity 8 to 12 miles per hour.

September 2nd, 11.00.—Warning to Hongkong, Phulien, Coast Ports, etc.—Typhoon in Lat. 27 deg. N. Long. 123 deg. E. direction N. velocity 8 to 12 miles per hour.

September 2nd, 11.15.—No returns from Vichavotok, Japan, Vichavotok and Formosa. Pressure has decreased considerably in the neighborhood of Shanghai, changes at other reporting stations are slight.

Delayed observations from Formosa indicate that the estimated position of the typhoon at 6 a.m. yesterday was too far West and too far North. At 6 a.m. this morning it was in about latitude 26 deg. or 27 deg. N. and longitude 123 deg. or 124 deg. E. moving in a northerly direction.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.13 in. Total since January 1st, 63.23 inches, against an average of 66.61 inches.

The forecast for the 24 hours ending at noon today is as follows:—

District Forecast.

Hongkong to Gap Rock—W. wind, moderate; fair.

Formosa Channel—Strong S.W. winds, moderating.

South Coast of China between (The same as Hongkong and Lamook) No. 1.

South Coast of China between (The same as Hongkong and Italian) No. 1.

## ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June, 1919.

With Index, Price \$7.50.

On Sale at the Hongkong Daily Press Office.

## JAVA-CHINA-JAPAN LIJN

REGULAR PORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	SHANGHAI	4th Sept.	4th Sept.	JAVA
TJITAROEM	JAVA	5th Sept.	5th Sept.	SHANGHAI
TJIMANOEK	JAVA	10th Sept.	10th Sept.	JAVA
TJIPANAS	JAVA	3rd Sept.	10th Sept.	JAPAN
TJIDJONG	JAVA	5th Sept.	14th Sept.	JAVA
TJILATJAP	JAPAN	12th Sept.	30th Sept.	JAVA

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the  
 JAVA-CHINA-JAPAN LIJN,  
 Telephone No. 1574.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STEAMSHIP

## "VAN WAERWYCK"

will be despatched on September 26th, to,  
 SINGAPORE, PENANG AND BELAWAN DELI.  
 This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

## JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

## P. &amp; O.-BRITISH INDIA &amp; APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO  
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR  
 MARSEILLES AND LONDON  
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	10th Sept.	15th Oct.	24th Oct.
"KHIVA"	23rd Oct.	25th Nov.	4th Dec.

For BOMBAY VIA STRAITS &amp; COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	7th Sept.	26th Sept.

For CALCUTTA VIA STRAITS &amp; RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ARRATOON APCAR"	8th Sept.	30th Sept.
"IT LA"	1st Oct.	18th Oct.

For SHANGHAI, MOJI, KOBE, etc.

S.S.	Leave Hongkong about	Due Yokohama about
"KHIVA"	23rd Sept.	9th Oct.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to

JACKINSON, MACKENZIE &amp; CO.,

29, Des Voeux Road Central HONGKONG.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM  
 HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"EASTERN"	Melbourne, via Queensland Ports		3rd Sept., 11 a.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON &amp; CO.,

AGENTS.

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## GLEN AND SHIRE

Joint Service of Steamers.

## U.K. STRAITS, CHINA &amp; JAPAN SERVICE.

## OUTWARDS.

Vessel	Due Hongkong
"CARDIGANSHIRE"	15th Sept.
"CARNABYONSHIRE"	25th Sept.
"GLENADE"	4th Oct.

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	21st September	LONDON

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson &amp; Co., Ltd.,

AGENTS: The Glen Line, Ltd.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

## INDO-CHINA S. NAV. CO., LTD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR STRAITS &amp; CALCUTTA

HAIPHONG VIA HOIHOW

MANILA

SHANGHAI

TIENTSIN

STRAITS &amp; CALCUTTA

SHANGHAI

MANILA

KOEI

CALCUTTA LINE.—This Line has now been re-organized (and affords regular sailings to Calcutta via Singapore and Penang).

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE, MATHESON &amp; CO., LTD.,

Telephone No. 215.

## LLOYD TRIESTINO

## S.S. "GABLONZ"

Will be despatched on or about September 15th, for

SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID AND TRIESTE. (Possibly calling at Bombay).

First class passenger accommodation; commodious single and double berth cabins, also Cabins with 3 berths at reduced rates.

For further particulars apply—

DODWELL &amp; CO., LIMITED,

Agents.

## CP OS

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe &amp; Yokohama)

DUE

HONGKONG

VANCOUVER

Empress of Russia Sept. 5 Sept. 23

Empress of Asia Oct. 2 Oct. 20

Monteagle Oct. 19 Nov. 12

Empress of Japan Oct. 15 Nov. 5

Empress of Russia Oct. 30 Nov. 17

Empress of Asia Nov. 27 Dec. 15

Empress of Japan Dec. 10 Dec. 31

Empress of Russia Dec. 25 Jan. 12

Monteagle Jan. 1 Jan. 25

Owing to Japanese Quarantine Regulations

Empress of Russia 4th Sept. will not call at Shanghai.

Passage Rates Hongkong to United Kingdom:

Empress of Russia 16,850 Tons Reg. Cold 8,000 Tons Reg. Gold 8,436

Empress of Asia 16,850 Tons Reg. Cold 8,000 Tons Reg. Gold 8,436

Empress of Japan 16,850 Tons Reg. Cold 8,000 Tons Reg. Gold 8,436

Rates subject to change without notice.

Regulations for Passage for Seamen 1919 are being made.

For particulars regarding passage, freight, etc., apply to

J. H. WALLACE, General Agent.

Phone 722.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following T.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"EDMORE" ... About Sept. 2nd.

"WESTERN KNIGHT" ... About Sept. 4th.

"CITY OF SPOKANE" ... About Sept. 22nd.

"SEATTLE SPIRIT" ... About Oct. 24th.

For PORTLAND direct.

"COAXET" ... About Oct. 5th.

"WABAN" ... About Oct. 11th.

"WEST MUNHAM" ... About Nov. 16th.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

Fifth Floor, HOTEL MANSIONS.

## Y. K. K.



YAMASHITA

KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...

NANYO MARU No. 2...

NANYO MARU No. 3...

SODEGAURA MARU...

KYODO MARU No. 13...

TAMON MARU No. 1...

ASOSAN MARU...

CHEIAN MARU...

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG, BANGKOK

AND OR

SINGAPORE.

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

AGENT,

Top Floor, KING'S BUILDING,

TEL. 140 and 155.

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## KUHARA SHOJI KAISHA, LD

KUHAHA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOUL, HANKOW, PORT SAID, CALLAO, HAVANA,

SINGAPORE, CALCUTTA, COLOMBO, SINGAPORE, ZIMBA, BANGKOK, SAIGON, VLADIVOSTOK,

HANKOW, SHANGHAI.

Taking Cargo on through Bills of Lading to Pacific Coasts,

Japan, China, India, Java, North and South America, also to

Mediterranean.

For further particulars apply to

OHU KYOKU TRADING Co.,

M. HANUMOTO,

General Agents

Telephone No. 2108

Gratings  
 Dock and  
 Slipways

SHIPS

Engines

**TAIKOO DOCK**

HONGKONG.

BOILERS

MOTORS.

Repairs  
 Salvage

Shipbuilding  
 and  
 Engineering

Telephone 212. Cable—"TAIKOODOCK"



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DUBLIN, BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(REDFRAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
or to Reiss & Co., Canton.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI & TSINGTAO	"CHENAN"	On 3rd Sept, 5 P.M.
HONGKONG, PAKHOI and HONGKONG	"KAIFONG"	On 4th Sept, 10 A.M.
SHANGHAI	"SUIYANG"	On 4th Sept, Noon.
W. HAIWEI, CTOO, N'CHANG & TIENTSIN	"KUEICHOW"	On 4th Sept, 3 P.M.
SHANGHAI	"KUNGIANG"	On 8th Sept, 7 P.M.
SHANGHAI	"BURNING"	On 8th Sept, 11 A.M.
SWATOW and BANGKOK	"KANCHOW"	On 8th Sept, 11 A.M.
SHANGHAI	"SHANTUNG"	On 9th Sept, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest, Electric Light and Fans in Saloon and Cabin. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, Agents.  
Telephone 28

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR  
SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 2 to 10 Days.)

HAIHONG	Capt. J. W. Evans	FRIDAY	5th Sept, at 1 P.M.
HAITAN	Capt. A. H. Stewart	TUESDAY	9th Sept, at 1 P.M.
QUINEBAUG	Capt. J. Medina	FRIDAY	12th Sept, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—  
DOUGLAS LAPRAIK & CO.,  
General Manager.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "ECUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Light and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be improved.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICE, Ltd.

For further information rates, literature, schedules, etc., apply to  
Telephone 41 COMPANIES OFFICE in Alexander Building, Chater Road.

P. & O. - BRITISH INDIA  
& AFRIKA LINES

(COMPANIES incorporated in ENGLAND.)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR  
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	10th September	15th Oct.	24th Oct.
KHIVA	23rd October	25th Nov.	4th Dec.

FOR  
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	7th Sept.	18th Sept.

FOR  
CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave Hongkong about	Due Calcutta about
ARRATON APCAR	9th Sept.	30th Sept.
ITOLA	1st Oct.	26th Oct.

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
KHIVA	25th Sept.	9th Oct.

Tickets Interchangeable.  
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.  
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.  
Consignees are reminded by us to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Rates, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO., Agents.  
12, Des Vaux Road Central, HONGKONG.

N. Y. K.  
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## SEATTLE &amp; VICTORIA via Manila, Keelung, Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila)	Friday, 19th Sept, at 11 a.m.
KATORI MARU (omitting Keelung)	Tuesday, 14th Oct, at 11 a.m.

## LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAMO MARU	Friday, 5th Sept, at Noon.
IYO MARU	Friday, 19th Sept, at Noon.

## MELBORNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

TANGO MARU	Wednesday, 24th Sept, at 11 a.m.
NIKKO MARU	Wednesday, 22nd Oct, at 11 a.m.

## NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama &amp; Colon.

## SOUTH AMERICAN PORTS via Cape.

## BOMBAY &amp; COLOMBO via Singapore.

KOSOKU MARU	Early September.
HWAN-WU	Middle of September.

## CALCUTTA &amp; BANGKOK via Singapore &amp; Penang.

YETOROFU MARU	Monday, 15th Sept.
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## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU	Sunday, 1st Sept, at 11 a.m.
AKI MARU	Saturday, 18th Oct, at 11 a.m.

## SHANGHAI, KOBE &amp; YOKOHAMA.

SHINYU MARU	Wednesday, 3rd September.
SHIZUOKA MARU	Wednesday, 3rd Sept, at 6 p.m.
KAGA MARU	Thursday, 18th Sept, at 11 a.m.

## EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	Thursday, 2nd Oct.

For further information apply to—NIPPON YUSEN KAISHA.  
Telephone Nos. 222 & 223  
S. YASUDA, Manager

TOYO KISEN KAISHA,  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	30,000	Sept. 19th.
NIIPPON MARU	11,000	Sept. 25th.
TENYO MARU	23,000	Oct. 2nd.
SIBERIA MARU	30,000	Oct. 10th. (from Yokohama)
SHINYU MARU	23,000	Oct. 28th.

+ omitting call at Shanghai

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA, LIMA, IQUIQUE, AND TACNA.

Steamer	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 10th.
SHIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,500	Jan. 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager, King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
STEAMER & DEPARTURE SAILING DATE.

SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT"	22,000	On or about 23rd Sept.
	"SPHINX"	20,000	On or about 4th Oct.

MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID	"PORTHOS"	20,000	On or about 30th Sept.
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\* SHANGHAI ... S.S. "BATAVIA" ... On or about ...

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building, Telephone 740.

O. S. K.  
OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.  
"ALASKA MARU" ... Beginning of September.  
"ALASKA MARU" ... Saturday, 20th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Wednesday, 10th September.

"SIAM MARU" ... Wednesday, 24th September.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Friday, 6th September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z., and ADELAIDE.

"LUZON MARU" ... Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Wednesday, 15th September.

"CHICAGO MARU" ... Tuesday, 30th September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

"SAIGON MARU" ... Tuesday, 23rd September.

"INDUS MARU" ... Monday, 23rd September.

KEELUNG, TAKAO via SWATOW, AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" ... Thursday, 11th Sept., at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

"KAIYO MARU" ... Sunday, 7th Sept., at 10 a.m.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager, No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

14,000 tons, 10,500 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Nov. 1st, Sept. 11th, Oct. 1st.

An unsurpassed high-class passenger service.

Price's Buildings O. H. HOFFER, Freight and Passenger Agent, Tel. 1943.



